

## BUREAU OF ENVIRONMENT CONFERENCE REPORT

**SUBJECT:** Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

**DATE OF CONFERENCES:** July 11, 2013

**LOCATION OF CONFERENCE:** John O. Morton Building

**ATTENDED BY:**

**NHDOT**

Joe Adams  
Sheila Charles  
Mike Dugas  
Jill Edelmann  
Michael Hazlett  
Marc Laurin  
Christine Perron  
David Scott

**Federal Highway  
Administration**  
Jamie Sikora

**NHDHR**

Laura Black  
Edna Feighner

**VTrans (via phone)**

Caitlin O'Shea  
Scott Newman  
Jen Russell

**Hoyle, Tanner**

Sean James  
Ed Weingartner

**HDC**

Richard Casella

**HP Consultant**

Suzanne Jamele

**Normandeau**

Benjamin Hecht  
Jameson Paine

**VHB**

Dale Abbott  
Nicole Benjamin-  
Ma

**Consulting/  
Interested Parties**

James Garvin  
Kathleen Hoelzel

*(When viewing these minutes online, click on an attendee to send an e-mail)*

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*July 11, 2013*

**Manchester 16099 (no federal number)**

**Participants:** Dale Abbott, Nicole Benjamin-Ma, VHB; Mike Dugas, Marc Laurin, NHDOT

Continued consultation on the FEE Turnpike/I-293 Planning Study.

- Dale Abbott (VHB) gave a brief update of the alternatives that have been developed for the project since the last coordination meeting in December. The latest project newsletter (May 2013) was distributed to meeting attendees, which has a graphic and description of each alternative. Dale also presented a large aerial view of the project, with: the combined footprint of all alternatives (including five alternatives for Exit 6 and three alternatives for Exit 7);

historic districts and properties; properties over 50 years old according to the city's assessor's database; and the 0.25 mile buffer from the project area. Individual large-scale graphics were also available for each alternative. Attention was brought to the alternative that would add a lane to the west side of I-293, closest to the millyard. The direct impact would be to the valve house and the rear parking lot of the American Cotton Duck and Stark Mills Storehouse buildings. Details regarding the potential moving of the valve house, and fire access for the factory buildings, would be included in later analysis should this alternative move forward. Dale explained that this meeting was to update everyone on the alternatives, and to request input regarding the further establishment of the APE.

- Laura Black (NHDHR) informed attendees that the two millyard buildings south of W. Bridge Street have recently began the process for a \$12 million historic tax credit rehabilitation. The factory building along McGregor Street, west of the project area, may also soon begin a historic tax credit rehabilitation. It will be important to coordinate with the city to make sure that the two projects do not encroach on one another. Laura also noted that the graphic supplied with the RPR incorrectly identified the extent of the certified Amoskeag Millyard Historic District. VHB will correct this in future versions of all graphics.
- Dale Abbott reported that at the public meetings about the project, attendees expressed a strong interest in a connection to Goffstown over Black Brook, so this potential connection has also been included in the combined footprint for the alternatives.
- Sheila Charles (NHDOT) inquired about retaining walls along the expanded highway. Dale Abbott said that details of retaining walls have not been developed as part of this analysis; consideration of any associated retaining walls will be included in the development of future analyses.
- Jaime Sikora (FHWA) noted that consideration and analysis of the effects of the project will also need to consider development resulting from the connection to Goffstown; Dale Abbott noted that the city has already identified one large parcel for redevelopment.
- Laura Black noted that in developing the APE, focus should be in the new construction areas (Exit 6, Exit 7, Goffstown connection). It will be important to consider effects to traffic patterns, which can affect things like sound and atmosphere – even if no historic resources are located in these areas, the APE should still include it. Direct and Indirect effects.
- Jillian Edelmann added that Front Street should be included in the APE, as it sees a lot of local traffic.
- Laura Black noted the importance of considering the location of staging areas and construction easements when identifying and evaluating effects. She also noted that the APE boundary does not have to be so rigid.
- Dale Abbott explained that the study will be wrapped up this fall, and that currently, all alternatives will be undergoing analysis for the study.
- Jaime Sikora (FHWA) raised the possibility that the various components of the project could potentially be constructed in stages, as money allows.
- Dale Abbott noted that during the December meeting, it was felt that a Project Area Form would be a logical next step after the establishment of the APE and if/when the project moved forward. It was agreed that this is still the best way to proceed at the appropriate time.

**Gilford 16207, X-A001(187)****Participants: Mike Hazlett, Marc Laurin, NHDOT**

Mike Hazlett gave a brief description of the need for the project and the revision made since it was last presented. The project impacts were reduced, while still providing for the needed safety improvements. All work will be within the existing right-of-way. The deficient guardrails will be replaced, the sight distance concerns of the intersection of NH Route 11A with Belknap Mountain Road and School House Hill Road will be corrected by providing a modest raise in profile of the NH 11A approaches and by narrowing the lane widths. Minor re-working of existing slopes behind the guardrails will occur with the placement of new rock that will be covered with topsoil and seeded. The work will be done from the road, will not extend beyond the existing slope and will not impact the mill foundations located along the Gunstock River. Laura Black agreed that the project will not impact any cultural resources and that a No Historic Properties Affected memo should be signed.

**Raymond 20818, X-A0002(092)****Participants: Marc Laurin, David Scott, NHDOT; Kathleen Hoelzel, Consulting Party**

David Scott gave a PowerPoint presentation on the project, discussing the option to remove the state-owned Dudley Road bridge. Traffic on Dudley Road consists of 600 vehicle per day, the abutments and pier were constructed in 1914 and a concrete bridge deck was built in the 1970's. The superstructure of the bridge is rated fair (5 out of 10), however the substructure is rated as in serious condition (3 out of 10). There are bulges in the northwest and northeast abutments, holes through the pier and cracks in stones due to settling. The bridge is about 7 feet higher in elevation than the downstream NH 27 bridge. As such, it has not been flooded during the two times in the recent past when NH 27 was closed due to flooding. If the bridge were removed, a 1¼ mile detour would occur, and a turn around would need to be constructed in the southeast quadrant. A Public Informational meeting was held at the Town to discuss the removal of the bridge. There was much opposition to this, also concerns were brought out with the Dudley Road intersection with NH 27 to the west and to the NH 107 intersection with NH 27 to the east.

Kathleen Hoelzel iterated her concerns and those of the Town regarding the historic nature of the area and the value of the bridge. Removal would compromise emergency access to Pritchett Road residences, would necessitate bus pick up to move to NH 27, would cause long detours if NH 27 were to be closed during major flood events, and it would necessitate the reconstruction of the unsafe intersections of Dudley Road with NH 27 and NH 107 with NH 27. She understands the concerns with the bridge and financial constraints, however removal of the bridge is not a good solution. Edna Feighner inquired if flooding of NH 27 would be alleviated with the removal of the Dudley Road bridge. David stated that it would not have an effect on the characteristics of downstream flooding.

David acknowledged that due to the amount of opposition to the removal of the bridge, Bill Cass, has agreed that the DOT would not pursue its removal, however presently there are no other funds available for repairs. As such, there may come a time when the bridge will be closed to vehicular

traffic. Kathleen Hoezel stated that the Town feels that the bridge is the State's responsibility to maintain. Jamie Sikora thought that if other federal funding sources were to be pursued, the DOT would need to evaluate all the alternatives and address all the issues such flooding of NH 27 and the safety concerns expressed by the Town with the intersections. David stated that the DOT agrees with the concerns with the NH 27 intersection with Dudley Road, but does not presently have traffic data to determine if the NH 107 and NH 27 intersection warrants reconstruction. Laura Black noted that the comments received from the Town Historic Commission on their opposition to the removal of the bridge were well reasoned and articulated. She noted that if the bridge were allowed to deteriorate it could be demolition by neglect, which Jamie pointed out would not be a Federal action. Kathleen Hoezel will send a pamphlet on the dedication of the historic Dudley house adjacent to the bridge to DHR and DOT.

### **Lancaster-Guildhall 16155, A001(159)**

**Participants: Christine Perron, Joe Adams, NHDOT; Kaitlyn O'Shea, Scott Newman, Jen Russell, VAOT; Sean James, Ed Weingartner, HTA; Jamie Paine, Benjamin Hecht, Normandeau; Rich Casella, Historic Document Co.; Sue Jamele, HP consultant; James Garvin, Interested party**

This is the second Cultural Resource Coordination meeting for the project; the first meeting was held on October 11, 2012. Sean James provided a project overview and a summary of work completed to date. An in-depth inspection of the bridge has been performed by Hoyle, Tanner; initial archaeological, environmental and historic resource coordination completed and public information meetings held in Lancaster, NH and Guildhall, VT. Ed Weingartner provided a summary of the in-depth inspection during which advanced deterioration of the lower portions of the bridge and impact damage to the upper portions were noted.

Three alternatives have been considered thus far – 1) rehabilitation of the bridge with a temporary bridge upstream for traffic control, 2) replacement of the bridge with a new structure upstream and 3) rehabilitation or replacement of the bridge with traffic detour on existing roads during construction. Due to the importance of the river crossing for local traffic and commerce and since it is used by mutual aid as the primary route to the medical center in Lancaster, alternative no. 3 does not meet the project purpose and need and was not supported at public meetings. Edna Feighner asked about a fourth alternative of leaving the bridge in place for another use and bypassing with a new bridge. This alternative has not been reviewed in detail. Hoyle, Tanner will review this alternative in more detail and provide additional information at a future meeting.

Jamie Paine discussed the environmental review for the project. Information is currently being gathered to determine if a mussel survey is necessary and the Natural Heritage Bureau data check indicated that the species may be in the area. The requirements for an air and noise study are also being reviewed. Initially it is not believed that these will be required for this project due to its rural setting. There will be impacts to the agricultural fields upstream of the bridge and these impacts will be studied in more detail. Consulting party request letters were sent to property owners near the bridge, state and local officials and a preservation group in NH. No responses have been received to date.

A draft Area of Potential Effect (APE) was submitted prior to this meeting and was discussed in detail. Laura Black noted that she did not have any objections or comments on the draft APE, although she recommended on future projects that it be submitted earlier on in the process to avoid any potential delays. The Beattie property is within the APE and was discussed. The property includes a barn within the right of way that was allowed to remain when the NHDOT purchased right of way for the current bridge. The barn was identified on town records as modern, however the building appears to be much older. L. Black requested that construction dates, etc. be researched. If research clearly reveals the barn to be modern or otherwise not historic, then a memo could be completed, referencing the history and construction of the barn. If research reveals the evaluation to be more involved then an Individual Inventory Form should be completed. R. Casella commented that he felt it was unlikely that the barn would be individually eligible for the National Register, but he would look into it. Scott Newman noted that based on his review he did not note any above ground historic issues on the Vermont portion of the project. Sue Jamele will complete a review of the properties on the Vermont portion of the project and submit for review. Jen Russell noted that any waste staging or borrow areas need to be reviewed for potential archaeological concerns and approved prior to their use.

The project alternatives were discussed. After review of the historic, cultural, and structural project issues with input from both Towns, the preferred alternative is no. 2, replacement. S. Newman noted that Vermont does find the bridge to be eligible for the National Register. He commented that, given its condition, the fact that the bridge is a late 1950's truss and that it's not located in a historic district, he was agreeable to its removal. Laura Black also noted that it should be looked into as to why engineers used a truss as late as the 1950s, and *if* replacement is preferred then perhaps that replacement might include a truss. He added that he was not in favor of a bypass alternative at this location unless there is a demonstrated multimodal need for the bridge and dedicated funding for maintenance was identified. While he did not have objections to the replacement of this bridge, he did note concern with the incremental loss of historic bridges between NH and VT and thought this needed to be considered as the project progresses. He further noted that, in the event that mitigation is required for this project, he would like to tie mitigation to one or more Connecticut River bridges. The Vilas Bridge, in particular, is a highly significant bridge, and one that he hears from constituents about. He is aware that an MOA exists that committed to the rehabilitation of the Vilas Bridge.

M. Dugas asked if there would be any concerns with changing the intersection type on the Vermont portion of the project to a T-type intersection. He noted that this would reduce property impacts. E. Weingartner noted that highway review comments on the roadway alignments have not been received from VTrans. He further noted that the existing intersection was being replicated as approximately 90% of the traffic crossing the bridge is from the south which lends itself to retaining the existing type of intersection. No historic issues were raised related to this question.

**DRED RTP projects, 2013****Participants: Megan DeNutte, DRED**

Megan DeNutte from DRED presented the yearly review of trail projects for review. Basic recommendations that applied to all projects included for location map, USGS maps and photographs (without snow) be included in all applications; that vibratory rollers do not go over culverts or bridges; and that when organizing the review table please include the town location.

Megan was to follow up on the following projects:

13-002	WEDCO, Wakefield/Brookline	Provide pictures of the wooden culverts to be rebuilt
13-014	Androscoggin Valley ATV, Jericho Mountain State Park	Provide map of where new trails are to be constructed
13-016	Ossipee Valley SMC, Tamworth	Provide photos of specific work areas.
13-023	Northwood Meadows State Park	Edna was to provide Megan with a 'No digging' sign that the NHDHR uses to promote archaeological sensitivity.
13-025	Town of Errol	Provide photos and detailed descriptions of specific work areas.
13-042	Mountain Meadows Riders, Conway	Recommended Phase I archaeological testing
13-043	Merrimack Valley Trail Riders	Edna will look at existing Jericho archaeological report and compare to proposed work. Edna will keep Megan informed of decision.
	Moose Brook SP trail projects	Megan will look into 3 bridges that are slated for repairs to determine if they were constructed during the CC efforts.
	Randolph- Pony Truss Bridge repair	Megan will work with NHDOT to determine how to approach the repairs needed on the truss structure.
	Cheshire North trail improvement and culvert repair in Walpole	Megan will coordinate with NHDOT (Lou Barker, Rails & Matt Urban, Wetlands permitting) in determining the best approach to cleaning the currently unused section of trail, and addressing the culvert failure.

Submitted by: Sheila Charles and Jill Edelman, Cultural Resources

<http://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/crmeetings.htm>